

C 538
25X1A

INFORMATION REPORT

COUNTRY ~~INTERIOR~~ Hungary

SUBJECT Navigation Hazards on the Danube

REPORT NO.

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DATE DISTR. 24 Jan. 1952

NO. OF PAGES 1

SAN ENCLOSURE ATTACHED

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NO. OF ENCLS. 8 (sketches)
(LISTED BELOW)

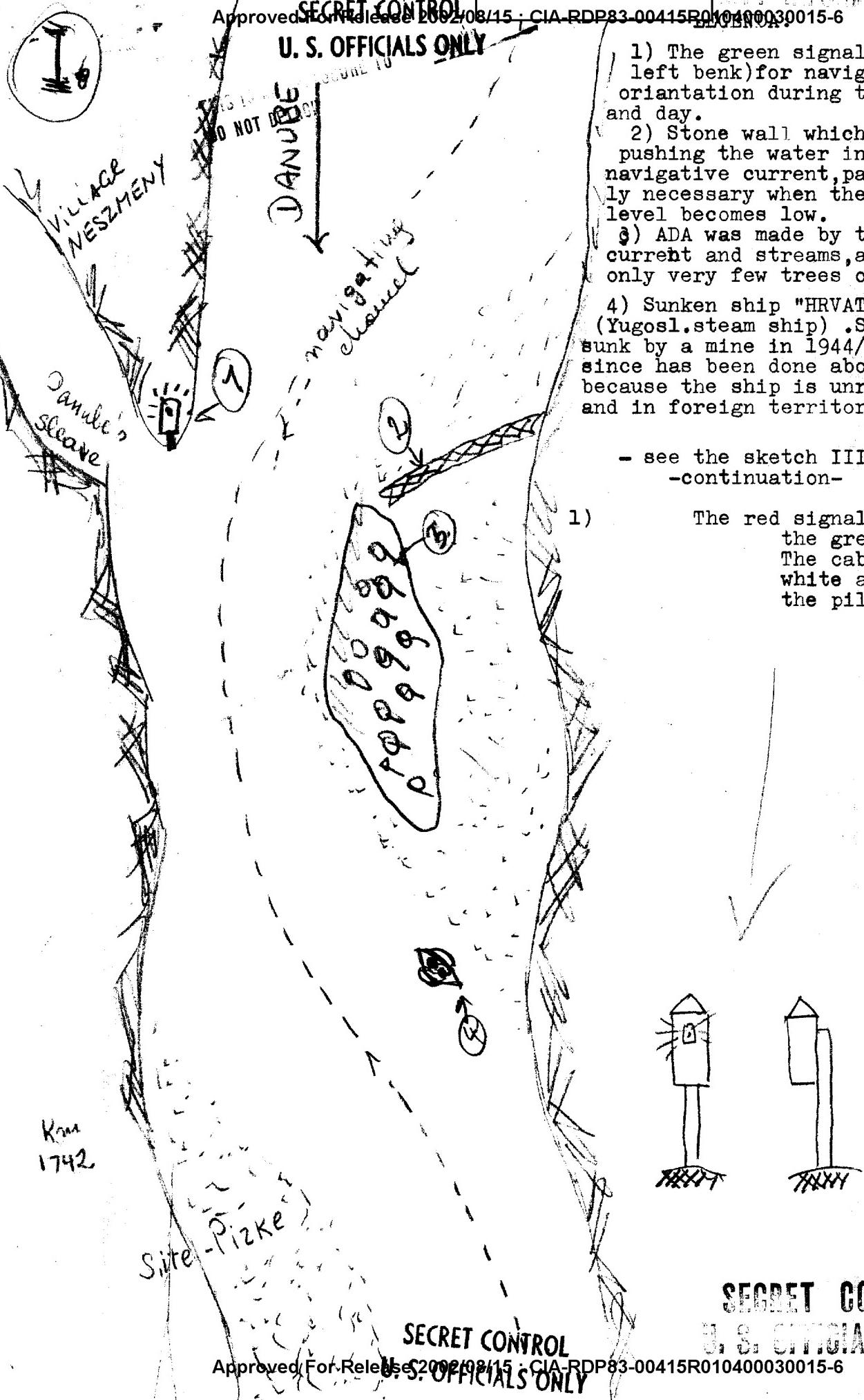
25X1X

SUPPLEMENT TO

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- 1) The green signals (on the left bank) for navigation & orientation during the night and day.
- 2) Stone wall which is pushing the water into the navigational current, particularly necessary when the water level becomes low.
- 3) ADA was made by the river current and streams, and has only very few trees on it.
- 4) Sunken ship "HRVATSKA" (Yugosl. steam ship). Ship was sunk by a mine in 1944/5. Nothing since has been done about it because the ship is unrepairable and in foreign territory.-

- see the sketch III.-
-continuation-

- 1) The red signal, same is the green signal. The cabin is white and so is the pillar.

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II.

Kh 1740
KARVA village

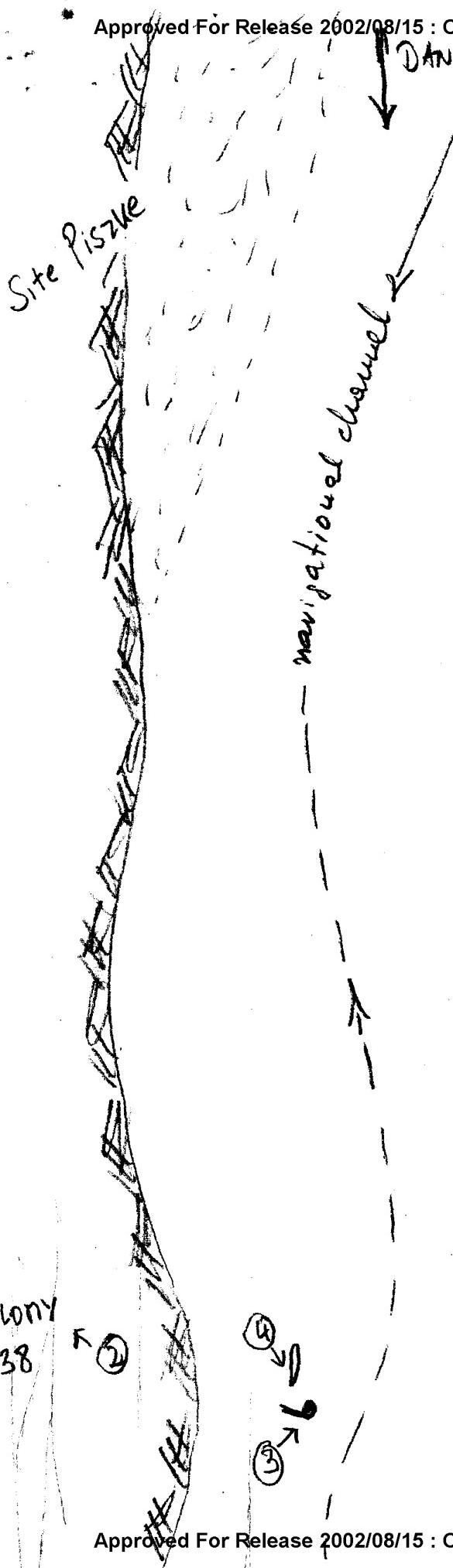
Legend:

- 1) red signal lamp (on the shore) for night and day navigation.
- 2) town SABATLOMY (Ungar) where is cement factory on the coast.
- 3) a black buoy signaling a dangerous spot on the right bank of the river.
- 4) a sunken barge.

SECURITY INFORMATION

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SABATLOMY
km 1738



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Km 1760

SECURITY INFORMATION

Legend:

- 1) Town OKENJ (Ungar), located on the right bank and has an oil distillery.
- 2) DONJI-FISZETI (Ungar) has also an oil distillery.
- 3) Red signal (left bank), for navigational purposes.-
- 4) A sand raft, made by the currents and changeable in size.

navigating channel

Sand

(4)

Don Fiszeti

(2)

Km 1758



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IV

VERGESSENFAUT

D4NU BG

navigation channel

Kun 1735

A small cluster of stylized, oval-shaped fruits or seeds, possibly representing a plant's reproductive structure.

1

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Legend:

- 1) stones about 100cm under the surface.Budapest - marked with a black buoy.
 - 2) ADA (the sand island made by river's streams and currents.
 - 3) sand benk.

SECRET CONTROL

~~SECURITY INFORMATION~~
Legend!

25X1A

1

Danube

HUNGARY

km 1721

③

⑦

km 1719
estergom

navigational channel

Ebod.

⑤

⑨

②

⑧

①

- 1) sunken ship "Regenzburg" and sunken barge G.F.
- 2) sand benk.
- 3) place where the coal is loaded coming from the mine nearby.
- 4) steel bridge for rail and wagon traffic. The bridge has been repaired 1951, and is linking the Hungary with Csekosl.
- 5) EBED has 2.50 met when Budapest's level-meter shows 200cm. Below that level the navigation becomes difficult.
- 6) town PARKANY (Csekosl) cutom and border.
- 7) ESTERGOM (Hung) bigish town.
- 8) buoy (black) marking the right benk.
- 9) buoy (red) merking the left limit.

KMx17

km 1721

Božji KOPEC

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PARKANY

See the sketch in cont.

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Legend:

- 1) sunken barge.-
- 2)(?very low water level) "KEVEZD" which is forming this narrow sleeve.
- 3) passage for the ships used only on high water levels when Budapest shows more than 500cm on the level-meter.
- 4) floating red signal lamp.
- 5) stone wall(barage) serving for obtaining the necessary debt.
- 6) coastal green signal lamp.
- 7) floating green signal lamp.
- 8) undersurface stone marked with a red buoy.

HUNGARY

Km 1714

DANUBE

Km 1717

CZECHOSLOVAKIA

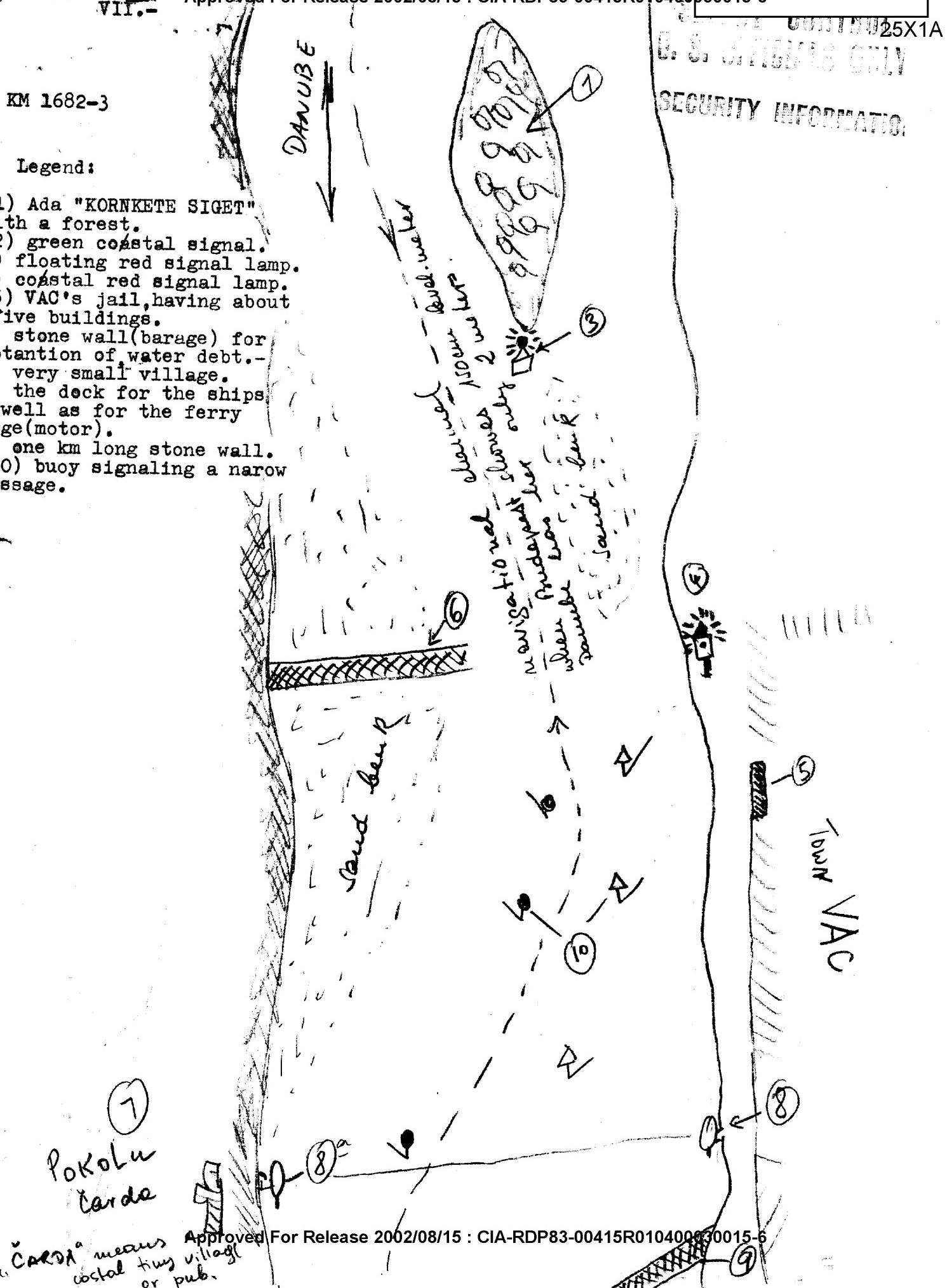
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VII.-

KM 1682-3

Legend:

- 1) Ada "KORNKETE SIGET" with a forest.
- 2) green coastal signal.
- 3) floating red signal lamp.
- 4) coastal red signal lamp.
- 5) VAC's jail, having about five buildings.
- 6) stone wall(barage) for retention of water debt.
- 7) very small village.
- 8) the deck for the ships well as for the ferry large(motor).
- 9) one km long stone wall.
- 10) buoy signaling a narrow passage.



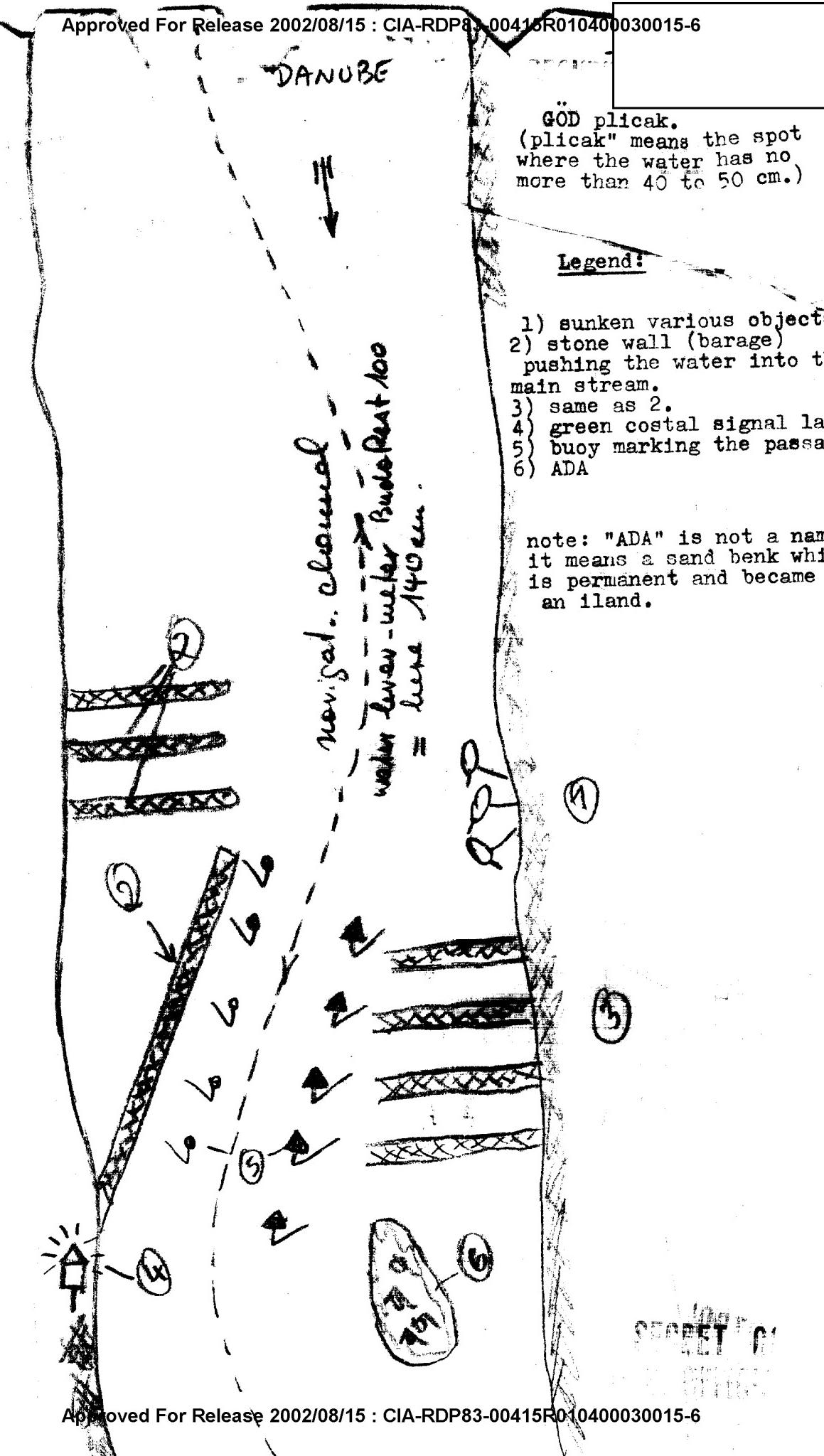
"CARDE" means
costal tiny village
or pub.

DANUBE

VIII.-

Km 1676

1672



SECRET
SECURITY INFORMATION

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German Democratic Republic

FDD Abstract of [redacted]

CHANGES IN THE 1951 INVESTMENT PLAN OF THE HV METALLURGY (5 pp; German; [redacted])

25X1C

[redacted]
25X1X

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The additional amount of 4,110,000 Deutsche marks for the Doeblen High-Grade-Steel Plant's investments, which had been approved by the 9 August 1951 session of the Ministerial Council, is to be utilized for other purposes. Reason: The funds had been earmarked for a 580-rolling mill with auxiliary installations (all to be supplied by Czechoslovakia) and for the construction of a factory hall for this rolling mill. Information from Czechoslovakia indicated that the installations will not be delivered for quite a while.

Therefore, HV Metallurgy asked the State Planning Commission to permit the use of this money for vital GDR projects which ~~would~~ contribute to increased production of various GDR enterprises.

The 4,110,000 Deutsche marks are to be used for the following purposes (all figures in 1,000 Deutsche marks):

1. Hennigsdorf	11	11. Burg Rolling Mill	266
2. Brandenburg	40	12. Schmalkalden Ferromanganese Ore Works	100
3. Groeditz	50	13. Michael Niederkirchner, Ilsenburg	162
4. Kirchmoeser	600	14. Schoeneweide Drawing Works	67
5. Maxhuette	140	15. Velten Gray Gray-Iron Foundry of the Steel and Rolling Mill "Wilhelm Florin", Hennigsdorf	1,060
6. Chemnitz Tube and Cold-Rolling Mill	482	Roller housing	26
7. Lugau Praema (Precision Machines)	31	16. Maxhuette (Mines)	410
8. Brotterode Drawing Work	35	17. Berlin People-Owned Trade Center for Scrap (VHZ Schrott)	564
9. VVB Berlin WZ [redacted] *	11		2,655
10. Halsbruecke Foundry	55		1,455
	1,455	Total	4,110

* WZ = rolling and drawing mills

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Out of the five pages three offer justifications for the proposed expenditures (listed above). For example, requests under numbers 1-4 are for expansion of heavy-plate production. Number 6: The cessation of imports of steel tubing for bicycles made it necessary that the Chemnitz plant increase its annual capacity of that product from 1,500 to 3,200 tons. Principal need: a building to house the machinery (machinery will have to be rebuilt). Number 10, Halshruuecke, needs an additional 55,000 Deutsche marks to purchase a platinum-vacuum smelting installation (Platin-Vakuum-Schmelzanlage) at 80,000 Deutsche marks. -- Reason for additional sum required under number 15: Costs for repairs of the gray-iron foundry were considerably higher than originally anticipated. The amount under number 16 is required for the expansion of ore-mining capacity from 180,000 tons in 1952 to 400,000 tons in 1953.

The above are random samples of justifications for the requested investment expenditures. In some cases the justifications are very detailed.

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